

This chapter is a compilation of applicable excerpts of documents pertaining to this bikeway master plan. Documents include the City of Chula Vista's 2005 General Plan and Bikeway Master Plan, as well as regional and state bikeway references.

2.1 Existing Plans

The following are local and regional plans from which the Bikeway Master Plan looked for guidance in context with its regional setting. Recommendations and alignments planned for bicycle facilities such as connections and amenities in these documents were included in the analysis.

General Plan Land Use and Transportation Element (2005)

The General Plan addresses non-motorized mobility throughout the document, including bicycle facilities. The Land Use Plan discusses in detail the four planning areas of the City as it relates to the different land use types found within them. It discusses Smart Growth Principles, existing and projected population densities and redevelopment and community benefits. In particular, two sections of the Land Use Plan that the Bikeway Master Plan will address are topics on Gateways and Scenic Roadways.

Chula Vista has several designated Scenic Roadways (Section 3.1), where views of unique natural features and roadway characteristics, including enhanced landscaping, adjoining natural slopes, or special design features make traveling a pleasant visual experience. Chula Vista's organized system of entryways and gateways (Section 3.2) offers opportunities to improve the City's appearance, establish a stronger community image and enhance community pride. Special design treatments, which may include themed signage, landscape and architectural design enhancements, will signify the arrival into the City and point towards key destinations.

The Transportation Element discusses Chula Vista's Circulation Plan, traffic measurements, the Urban Core Circulation Element, the Public Transit Plan, the bikeway system, sidewalks, paths and trails, movement of goods and traffic-related noise. The bikeway system section is of course the most relevant to this bikeway plan and discusses both existing and planned bicycle facilities and the future plans for the Bayshore Bikeway.

City of Chula Vista Bikeway Master Plan (2005)

For this plan update, the current City of Chula Vista Bikeway Master Plan (dated January 2005) was thoroughly reviewed for both content that should remain and changes that should be considered for the update. For example, a portion of the 2005 document included the previous edition of Chapter 1000 of the Caltrans *Highway Design Manual: Bikeway Planning and Design*. Some provisions changed with the newest edition of Chapter 1000 (2006), necessitating changes in the bikeway plan document.

Chapter

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The recommendations listed in Chapter 9 of the 2005 Bikeway Master Plan were also particularly closely reviewed and compared to existing conditions. Field investigation revealed that the City of Chula Vista had implemented a significantly higher percentage of the bikeway projects recommended in its previous plan than any other city in San Diego County.

Chula Vista Greenbelt Master Plan (2003)

Adopted in 2003, the Greenbelt Master Plan provides guidance and continuity for planning open space and constructing and maintaining trails that travel through the City. Described in the City's General Plan, the Greenbelt is, *"...the backbone of an open space and park system that extends throughout the City."*

The Greenbelt is comprised of open space segments that will be connected by a multi-use trail system. Essentially, the Greenbelt creates an open space border around the City. This Greenbelt is comprised of a variety of natural and park-like elements ranging from along the channelized Sweetwater River, along golf courses and banks of the Otay Lakes and following the Otay River Valley to the Chula Vista Bayfront.



The Plan's primary purpose is to provide goals and policies, trail design standards and implementation tools to assist in the creation and connectivity of the Greenbelt system. The multi-use trail system is an important piece of the plan since it links the western half of the City with the eastern half. This plan is a comprehensive and long range planning document for identifying and connecting significant open space areas with the Greenbelt and potential multi-use trails.

Otay Valley Regional Park Concept Plan (1997)

Otay Valley Regional Park (OVRP) is located four miles north of the United States/Mexico international border. It runs in an east-west direction from the salt ponds in San Diego Bay, through the Otay River Valley to the land surrounding both Lower and Upper Otay Lakes. Preservation of cultural and biological resources mixed with recreational and educational use are important goals of this plan. The trail corridors are intended to provide a continuous link through the park connecting recreation areas and interpretive centers. The trail corridors are generalized alignments throughout the park and are located on both sides of the river wherever possible, with crossings where appropriate.

The concept plan has been divided into five segments. Descriptions of each segment, the elements in each segment and the policies for each segment can be found in Section 3 of the Otay Valley Regional Park Concept Plan.



The segments are:

- South San Diego Bay to Interstate 5
- Interstate 5 to Interstate 805
- Interstate 805 to Heritage Road (Paseo Ranchero)
- Heritage Road (Paseo Ranchero) to Otay Lakes Vicinity
- Otay Lakes Vicinity

SANDAG Regional Bicycle Plan (2010)

The development of the City of Chula Vista's Bikeway Master Plan is consistent with the development of SANDAG's San Diego Regional Bicycle Plan. Regional corridors within the City must be consistent in both plans to reflect the best possible route through the City. This following excerpt from the plan succinctly describes its intent:

"This plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and frequency of bicycle trips for all purposes, encouraging the development of Complete Streets, improving safety for cyclists, and increasing public awareness and support for bicycling in the San Diego region. The recommendations include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines."

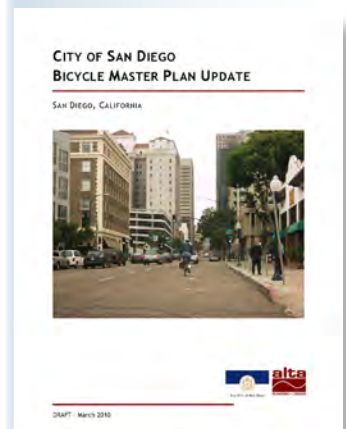
Regional corridors through the City include the following:

- Bayshore Bikeway - Bay Boulevard, Lagoon Drive and Marina Parkway
- Chula Vista Greenbelt - Palomar, Oxford, East Palomar and East Oxford Streets
- Bay to Ranch - J Street, East J Street, Paseo Ranchero and East Palomar Street
- I-805 Connector - Along I-805 between Telegraph Canyon and Bonita Roads
- Mission Valley – Chula Vista Corridor - Second Avenue
- Sweetwater River Bikeway
- SR-125 Corridor

Facilities noted in this regional plan to be implemented in Chula Vista, as well as those nearby that would affect local bicycle access, are addressed in this plan in Chapter 4 - Recommendations.

City of San Diego Bicycle Master Plan Update (Draft 2010)

The development of the City of Chula Vista's Bikeway Master Plan will include analysis of bicycle connections between the City of San Diego and the City of Chula Vista. This following excerpt describes the City of San Diego's *Bicycle Master Plan Update*:



"...as a policy document to guide the development and maintenance of San Diego's bicycle network, including all roadways that bicyclists have the legal right to use, support facilities, and non-infrastructure programs over the next 20 years."

This updated plan seeks to build upon the foundation established by the first San Diego bicycle master plan adopted in 2002. The updated plan provides direction for expanding the existing bikeway network, connecting gaps, addressing constrained areas, improving intersections, providing for greater local and regional connectivity and encouraging more residents to bicycle more often. (March 2010 Draft)

National City Bikeway Master Plan (Draft 2011)

The City of National City is in the process of updating their bikeway master plan. This plan will coordinate the planned bicycle facilities that connect with the City of Chula Vista, such as National City Boulevard, Highland Avenue and Palm Avenue. The two Cities should coordinate bikeway projects to ensure continuity where jurisdictional adjacencies occur.

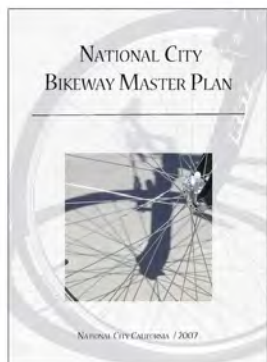
County of San Diego Bicycle Transportation Plan (2003)

The development of the City of Chula Vista's Bikeway Master Plan will analyze bicycle connections between the San Diego County and the City of Chula Vista. The County communities that this plan will coordinate its bicycle facilities with are Sweetwater, Jamul-Dulzura and Otay. This following excerpt describes the County of San Diego Bicycle Transportation Plan:

"This Bicycle Transportation Plan serves as a policy document to guide the development and maintenance of a bicycle network, support facilities and other programs for the unincorporated portions of San Diego County. These policies address important issues related to the County's bikeways such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety education, support facilities, as well as specific programs, implementation, maintenance, and funding."

SANDAG Policy No. 031, Accommodating Bicyclists and Pedestrians Section 4(E)(3) of the TransNet Ordinance reads:

"All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the cost of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines."



This amendment to the TransNet Ordinance utilizes existing bicycle and pedestrian design standards from the California *Highway Design Manual, Chapter 1000* regarding bicycle facilities. In addition, the American Association of State Highway Transportation Officials (AASHTO) publishes the *Guide for the Planning, Design and Operation of Pedestrian Facilities*. This document provides reasonable and widely recognized designs standards as the standard under this amendment.

The table within the new policy, *Appropriate Bicycle and Pedestrian Accommodation Measures*, simplifies the bicycle and pedestrian measures for each type of roadway.

2.2 State and Regional Bikeway Standards

Both state and Federal law require transportation planners to accommodate travel by bicycle in the transportation infrastructure. Caltrans is the state agency tasked with administering bikeway funding throughout California via the Bicycle Transportation Account (BTA). For a city to be eligible for state BTA funds to implement the elements of its bikeway master plan, Caltrans requires the plan to conform to an applicable Regional Transportation Plan (RTP) and to fulfill a specific set of requirements listed in the California Streets and Highways Code, Section 891.2. (See following Section 2.2.2 for full text of this code section.)

2.2.1 2050 Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) is a set of policies, plans and programs to guide the effective coordination and orderly programming of transportation improvements among local, state and Federal agencies. It was developed through a continuing, comprehensive and cooperative planning process. The document contains major transportation issues, goals, objectives, policies and specific actions. The initial work on the development of the 2050 RTP that will lead to the adoption of an updated RTP in July 2011 is currently under way.

SANDAG is the regional agency mandated to prepare and to periodically update the RTP by Section 65080 of the State Government Code. This code section also specifies that actions by transportation agencies, including Caltrans and transit development boards, must be consistent with the RTP. Land use decisions also should consider the RTP, accommodating the facilities and programs specified in the plan wherever possible. There are several new components in this RTP update, including compliance with Senate Bill 375 (SB 375).

The Sustainable Communities Strategy (SCS) is a new element of the RTP required by SB 375 and will demonstrate how the development patterns and the transportation network, policies and programs can work together to achieve specified greenhouse gas (GHG) emission reduction targets.

The facilities contained in the RTP should be incorporated into the local general plans of the land use agencies within the region. Most local transportation projects must be consistent with the RTP in order to obtain Federal, state or local transportation sales tax funding.

The RTP stresses construction of bikeway facilities with an emphasis on major regional bikeways and increased usage of these facilities in improving bicycling as an effective transportation alternative. Objectives of the plan include an increase in bicycle use for short home-based trips, the continued construction of bikeways and the provision of secure bicycle storage at employment sites, transit stations and park-and-ride facilities.

It is SANDAG policy that new highway facilities developed with TransNet revenue include provisions for bicycle use. The TransNet Transportation Improvement Program Ordinance and Expenditure Plan states, "All new highway projects funded with revenues as provided in this measure, which also are identified as bikeway facilities in the Regional Transportation Plan, shall be required to include provisions for bicycle use."

2.2.2 California Streets and Highways Code, Section 891.2

This code section defines the standard requirements for acceptable bikeway master plans for the State of California. The text reads as follows:

A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

- (a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.
- (b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings and major employment centers.
- (c) A map and description of existing and proposed bikeways.
- (d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings and major employment centers.
- (e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

- (f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom and shower facilities near bicycle parking facilities.
- (g) A description of bicycle safety and education programs conducted in the area included in the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
- (h) A description of the extent of citizen and community involvement in development of the plan including, but not be limited to, letters of support.
- (i) A description of how the bicycle transportation plan has been coordinated and is consistent with the local or regional transportation, air quality or energy conservation plans, including, but not be limited to, programs that provide incentives for bicycle commuting.
- (j) A description of the projects proposed in the plan and a listing of their priorities of implementation.
- (k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

To facilitate Caltrans review, the location within this document of each requirement is listed in a BTA Compliance section at the front of this document.

Caltrans Highway Design Manual Chapter 1000, Bikeway Planning and Design (2006)

This is the primary standard for bikeway development and design for all bikeway projects throughout the State of California. Since Caltrans administers Federal bikeway funding within California, any project using Federal funds must abide by the standards and regulations in the manual, irrespective of whether the bikeway lies within a state highway right-of-way. The overall standards have remained fairly stable, but there were a few changes in the latest revision. Primarily, dimensions are no longer shown in metric format and bikeway widths were increased. For example, Class 2 routes adjacent to curbs now must be four feet wide, but this dimension must be increased another foot when the route is adjacent to parking. Also, while Class 1 paths retain an eight foot minimum paved width, Caltrans now recommends 12 feet or more where maintenance or patrol vehicles must access the path.

Caltrans Project Development Procedures Manual (PDPM) Chapter 31 – Non-Motorized Transportation Facilities

This document defines how state and Federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. This chapter of the PDPM provides detailed procedures for implementing

bikeways as part of state highway projects. The specific purpose of this chapter is to “*outline pertinent statutory requirements, planning policies and implementing procedures regarding non-motorized transportation facilities.*”

Caltrans Deputy Directive 64-R1

This Caltrans directive to division directors indicates that Caltrans demonstrates timely concern for bicycle transportation. The directive designates bicycles and bicycle facilities as priorities in traffic planning and declares that:

“The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices. The Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.”

The full text of the directive can be found in Appendix E, Agency Publications.

Assembly Concurrent Resolution 211

On May 16, 2002 (California’s official Bike-to-Work Day), Assembly Member Joe Nation (D-San Rafael) introduced Assembly Concurrent Resolution Number 211, relative to integrating walking and biking into transportation infrastructure. This advisory measure encourages all cities and counties to implement the policies of the Caltrans Deputy Directive 64 and the United States Department of Transportation’s (USDOT) design guidance document on integrating bicycling and walking when building their transportation infrastructure. The full texts of the resolution and the USDOT’s design guidance can be found in Appendix E, Agency Publications.

2.3 Surrounding Communities

Evaluating the existing and planned bicycle facilities of adjoining jurisdictions that have the potential for linkage between communities is a standard component of bikeway master plans. The City of Chula Vista is bounded by the cities of San Diego and National City and by unincorporated sections of the County of San Diego. In addition, the tidelands of San Diego Bay are under the jurisdiction of the San Diego Unified Port District.

Each of these jurisdictions has its own bikeway planning efforts at different levels of detail and stages of implementation. As part of the planning process, contact was made with all the surrounding jurisdictions to ensure the development of concepts and alignments that would be compatible with those of the surrounding areas. A summary of the issues regarding each community potential linkages with Chula Vista is presented below. The City should maintain periodic contact with surrounding jurisdictions to ensure that the linkages necessary to achieve a regionally connecting bikeway system are accomplished.

In general, regional geomorphology limits bikeway connections between Chula Vista and the neighboring cities to the north and south. The Sweetwater River and its valley create a physical barrier along the City's northern boundary with San Diego and National City. To the south, the Otay River and adjacent steep slopes of Otay Mesa also create a barrier.

To the east, bikeway facilities connecting with unincorporated and relatively undeveloped portions of the County are more feasible.

Only to the west is there a corridor relatively unimpeded by topography, where the coastal plain provides a relatively level connection between Chula Vista and both of its municipal neighbors. However, even here, there are other impediments like wetlands, river mouths and existing bayfront development. Most of the regional bikeway projects are within this coastal zone and are shared by Chula Vista and at least one neighboring community.

2.3.1 San Diego

Chula Vista's southern city limit is shared by the City of San Diego from San Diego Bay to just east of Otay Valley Road. The city limit line roughly follows the Otay River, though the actual line traverses sections of the Otay Valley Regional Park that includes the steep slopes on the north side of Otay Mesa. There are four bikeway connections between the cities of San Diego and Chula Vista within the western half of Chula Vista from San Diego Bay to near I-805, as well as one to the east along SR-125.

The westernmost connection is the Class 1 portion of the Bayshore Bikeway running north-south between Main Street in Chula Vista and Saturn Avenue in San Diego and the soon to be constructed segment near Bay Boulevard and Palomar Street. Broadway changes from a suggested route to Class 2 on Beyer Boulevard in San Diego as it crosses the Otay River. Beyer Way is a Class 3 route that changes to a Class 2 in San Diego south of the river.

Another connection is I-805 itself, which is designated as a suggested route between Palm Avenue in San Diego and Auto Park Way in Chula Vista. Of the more than 4,000 miles of freeways in California, about 1,000 miles are open to cyclists. Though not common in urban areas, freeways can be legal bicycle routes where there are no nearby alternative routes. In this case, the Otay River creates a barrier and the next closest north-south route is Beyer Way, which is more than a mile to the east. (Due to steep I-805 ramp topography, there is a need to pursue a safer, more suitable permanent route off the freeway. A potential replacement location is immediately to the east of I-805, proceeding south from the Main Court Shopping Center.)

The last connection is a similar freeway shoulder route on SR-125. Cyclists are also allowed on the shoulders of SR-125 on an interim basis, between Birch Road and Otay Mesa Road, until another roadway crossing of the Otay River with bikeway facilities becomes available.

2.3.2 National City

Chula Vista's northern boundary from San Diego Bay inland to I-805 is formed by the City of National City, but the cities are physically separated by the Sweetwater River and SR-54. National City's bikeway connections with Chula Vista are limited to four bridges over the Sweetwater River at National City Boulevard/Broadway, Highland Avenue/North Fourth Avenue, North Second Avenue and the Bayshore Bikeway's Gordy Shields Bridge just west of Interstate 5. These are Class 3 bike routes except for the bridge portion of the North Second Avenue crossing, which is designated a suggested route, and the Bayshore Bikeway bridge, which is a Class 1 facility.

2.3.3 San Diego Unified Port District

The Port District is dedicated to integrating bikeways into the existing transportation network by providing bikeway connections from the bayfront to other areas of the City. However, existing and proposed bikeways on the bayfront and Port tidelands may be relocated as a result of the ongoing Chula Vista Bayfront master planning process. Also, it is anticipated that the Bayshore Bikeway segment between J and H Streets will be constructed in 2011 parallel and immediately west of Bay Boulevard. Due to the likely continued popularity of the bayfront as a cycling destination, the City and Port should maintain in close contact as planning and construction progresses.

2.3.3 County of San Diego

The majority of Chula Vista's city limits are contiguous with unincorporated County land, especially its northern and eastern boundaries. Corral Canyon Road runs northward into the County's Sunnyside neighborhood and is also Class 2. Bonita Road runs roughly east-west through western Chula Vista, San Diego and the unincorporated County neighborhood of Bonita, connecting to Sweetwater Road, which then connects with the SR-54 corridor.

Willow Street also connects to Sweetwater Road within the County neighborhood of Bonita, across the Sweetwater River via a narrow aging bridge. This bridge is programmed for replacement and the new roadway and bridge design provides for Class 3 bikeway facilities on a wider bridge deck.

2.4 Regional Bikeway Projects

Consultant staff reviewed the status of regional projects including the Bayshore Bikeway and the City of Chula Vista Greenbelt Bikeway project. Both of these projects can provide connections to adjacent communities and beyond, benefiting commuting and recreational cyclists alike. The following are detailed descriptions of their current status.

Bayshore Bikeway

The Bayshore Bikeway is a 26 mile bikeway facility around San Diego Bay. Planning for the Bikeway began in 1975 with a feasibility study conducted by Caltrans that envisioned a combination of Class 1 bicycle paths, Class 2 bike lanes and Class 3 bike routes providing convenient and scenic bicycle transportation around the bay.



In 1976, National City received a Transportation Development Act (TDA) allocation from SANDAG to widen the Chollas Creek Bridge on Harbor Drive, the first project on the route. The following year, the County of San Diego and the cities of Coronado, Imperial Beach, Chula Vista, National City and San Diego formed the Bay Route Bikeway Steering Committee. As a result of their efforts, the state legislature passed SB 283, providing approximately \$1 million for construction of the Bikeway. By 1983, nearly \$1.5 million in local TDA and state funds had been expended to construct portions of the Bikeway on old railroad right-of-way along the Silver Strand in Coronado and on Harbor Drive in the City of San Diego.

The first connection between Coronado and San Diego was via bike racks attached to transit buses. In 1987, service on the San Diego-Coronado Ferry became available. The next major improvement came when the San Diego Port District constructed a bicycle path from Glorietta Boulevard, under the Coronado Bay Bridge to Tidelands Park in Coronado. The Port District extended this path north to the Coronado Ferry Landing in 1993.

In 1989, SANDAG established the Bayshore Bikeway Policy Advisory Committee to promote improvements to the Bikeway. The Committee consists of an elected official from the County of San Diego and each of the five cities around the Bay. The Committee also includes participation by representatives from affected public agencies such as the San Diego Unified Port District and the Metropolitan Transit System (MTS), the bicycling community and other interested members of the public.

A number of projects have been completed as a result of the committee's efforts. In 1993, the Port District extended the Tidelands Park path section to the ferry landing. In January 1997, the City of Imperial Beach extended the Silver Strand section of bike path eastward along the bayfront from 7th Street east to 13th Street. This 1.2 mile project was constructed primarily within the old Coronado Branch of the San Diego & Arizona Eastern railroad right-of-way and will eventually be part of a bayfront linear park. The project was funded by SANDAG with TransNet bicycle funds. Caltrans completed a connection between the bikeway at Pepper Park in National City and the Sweetwater River Bikeway that passes under I-5 and the San Diego Trolley line at SR-54, allowing cyclists to ride east to Plaza Bonita.

The most recent major project was to replace the bikeway routing along Palm Avenue in the City of San Diego with an alignment that connected the path at 13th Street in Imperial Beach with West Frontage Road at Main Street in Chula Vista using a combination of railroad right-of-way and berms through the existing salt extraction operation. From the point of view of the commuting cyclist, this is an optimum alignment because it is the most direct route between the Cities of Imperial Beach and Chula Vista while avoiding the multiple lanes of high traffic speeds and volumes of Palm Avenue. It is also scenic enough to appeal to recreational cyclists.

Currently, approximately 14 miles of Class 1 bicycle paths are in use on the Bayshore Bikeway. The rest of the facility consists of on-street sections designated as either Class 2 bicycle lanes or Class 3 bicycle routes. The original bikeway plan identified interim facilities on local streets for portions of the route. Completing the interim routing has been the primary focus of the Bayshore Bikeway Committee.

SANDAG is completing the design phase for Bayshore Bikeway Segments 7 and 8, which fall between H and Stella Streets. The alignment is generally parallel and immediately west of Bay Boulevard and is expected to be under construction and completed in 2011. Estimated cost is \$2 million for a 1.8 mile long Class 1 facility.

Sweetwater River Crossing

This project provides a much-improved crossing of the Sweetwater River between Chula Vista and National City and eliminated a section of the route where cyclists had to travel east from the bayfront to cross the river on National City Boulevard/Broadway. The former routing required travel on several busy streets that did not adequately accommodate bicycles. The new alignment brings the route back to San Diego Bay within a right-of-way reserved for bicycles and pedestrians and reduced travel distance by more than two miles.

Harbor Drive Improvements

This project falls outside the City of Chula Vista and within the cities of San Diego and National City, but this Bayshore Bikeway segment is integral to completing the regional connections that would benefit all area cyclists by linking the coastal cities around San Diego Bay.

The current Bayshore Bikeway north of National City consists almost exclusively of bike lanes on Harbor Drive. The 32nd Street Naval Station and a variety of bayfront industries prevent construction of a bicycle path along the waterfront. The east side of Harbor Drive is primarily railroad right-of-way used by freight and light rail. Bike lanes can be effective bicycle commuting facilities, but these bike lanes are adversely affected by a number of at-grade railroad crossings, deteriorating pavement and encroachments from parked cars. The City of San Diego has conducted a corridor improvement study from National City to downtown San Diego. The study inventoried needed maintenance and capital improvements to the bike lanes that the City of San Diego will be addressing through its street maintenance and capital improvement program.



